



# Planning for Stress Free Connections

September 8, 2021

Sherman Oaks NC

Transpo Committee Presentation

# Outline

1. Project Background and Scope
2. Measuring Level of Travel Stress
3. What Data Shows Us
4. Supporting Data With User Experience
5. Timeline and Next Steps

[Stay in touch:](mailto:stressfreeconnections@lacity.org) [stressfreeconnections@lacity.org](mailto:stressfreeconnections@lacity.org)



# Project Background and Scope



# What Is A Neighborhood Enhanced Network (NEN)?

## Main characteristics of NEN:

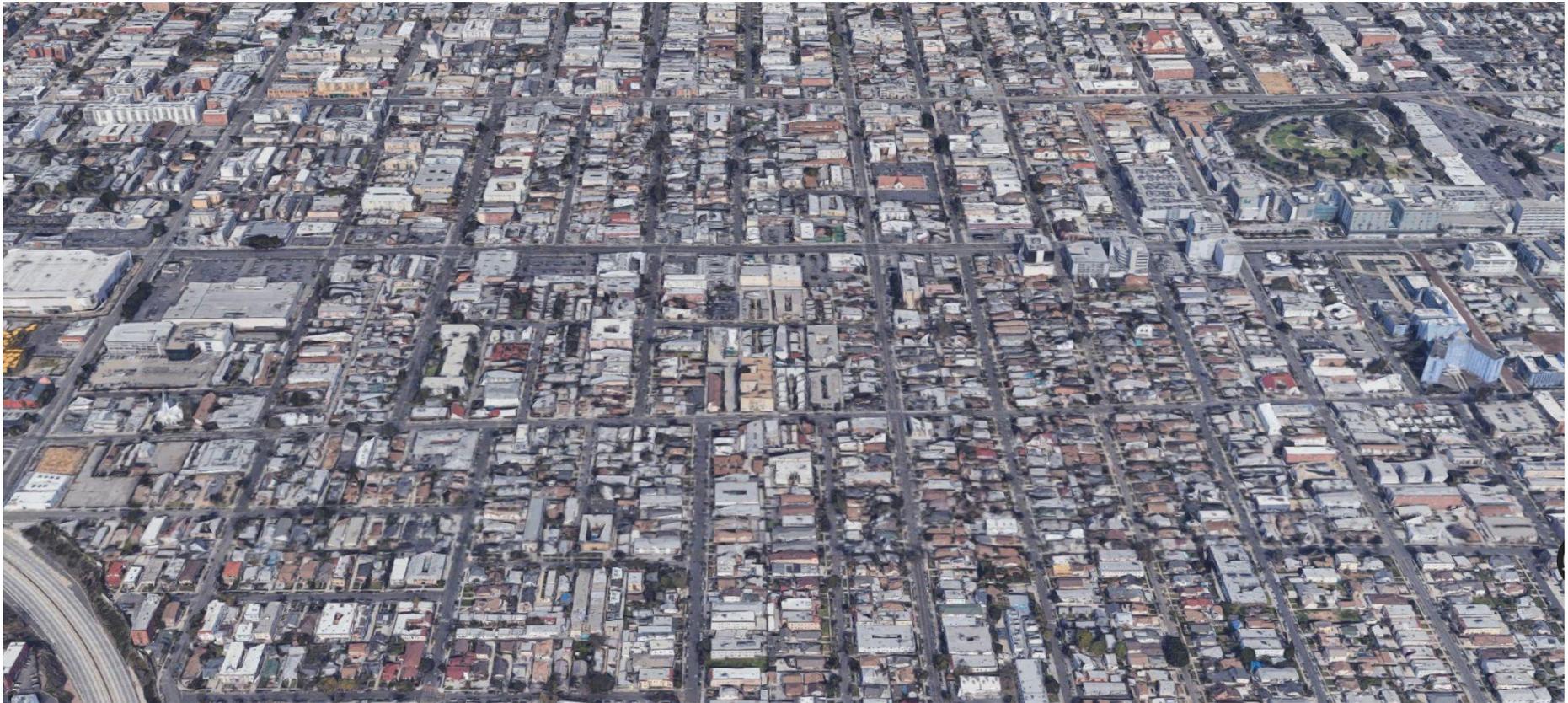
- Low traffic streets
- Discourage cut-through and speeding
- Improve access for walking and biking

## Additional characteristics:

- Add greening and stormwater capture
- Create park-like spaces



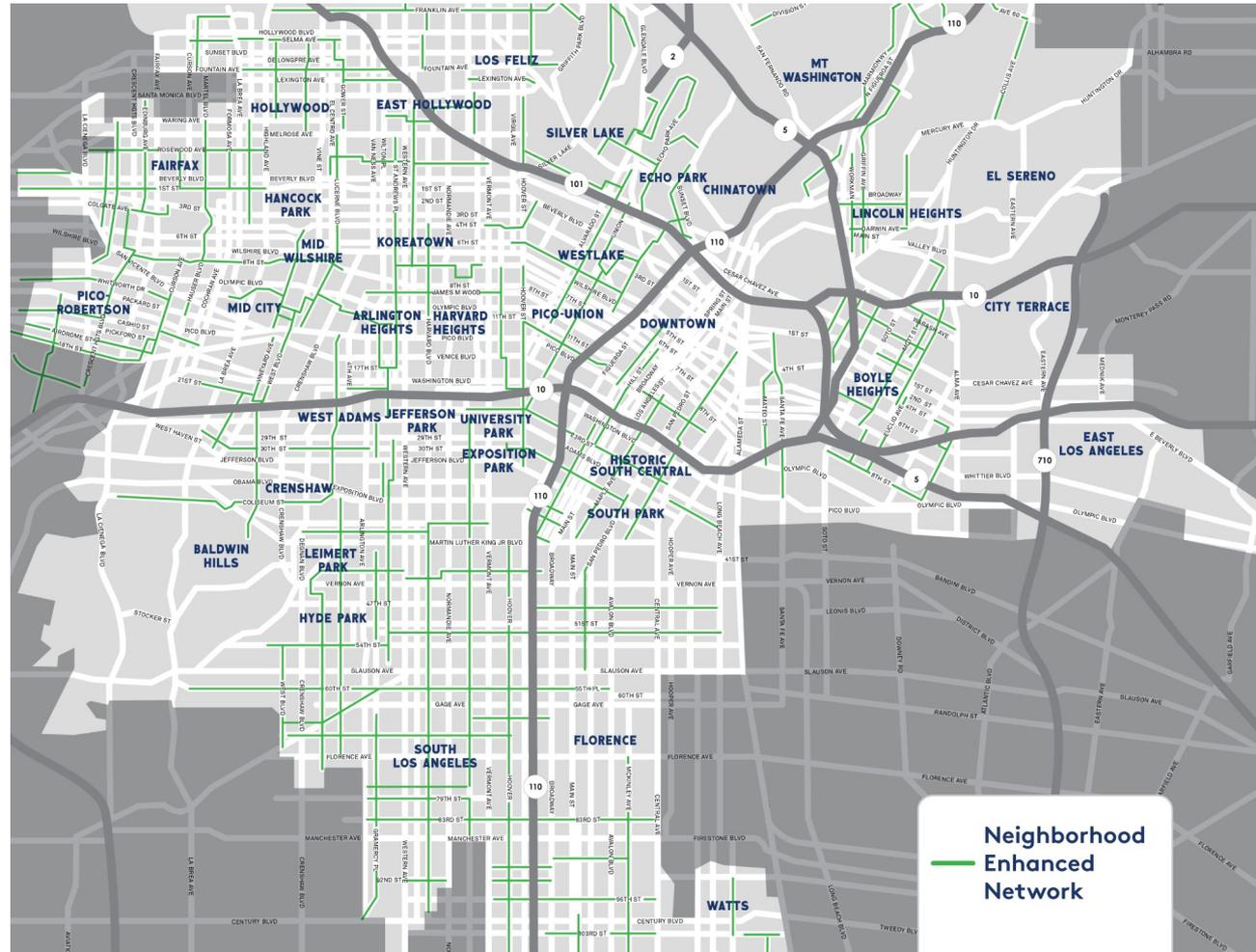
# Where do we Start Building the NEN?



# Geographic Focus: Central City

Study the Central City subregion

- Approximately 2m residents
- Concentration of jobs and services
- High propensity for car-free travel (bike, walk, roll, transit)



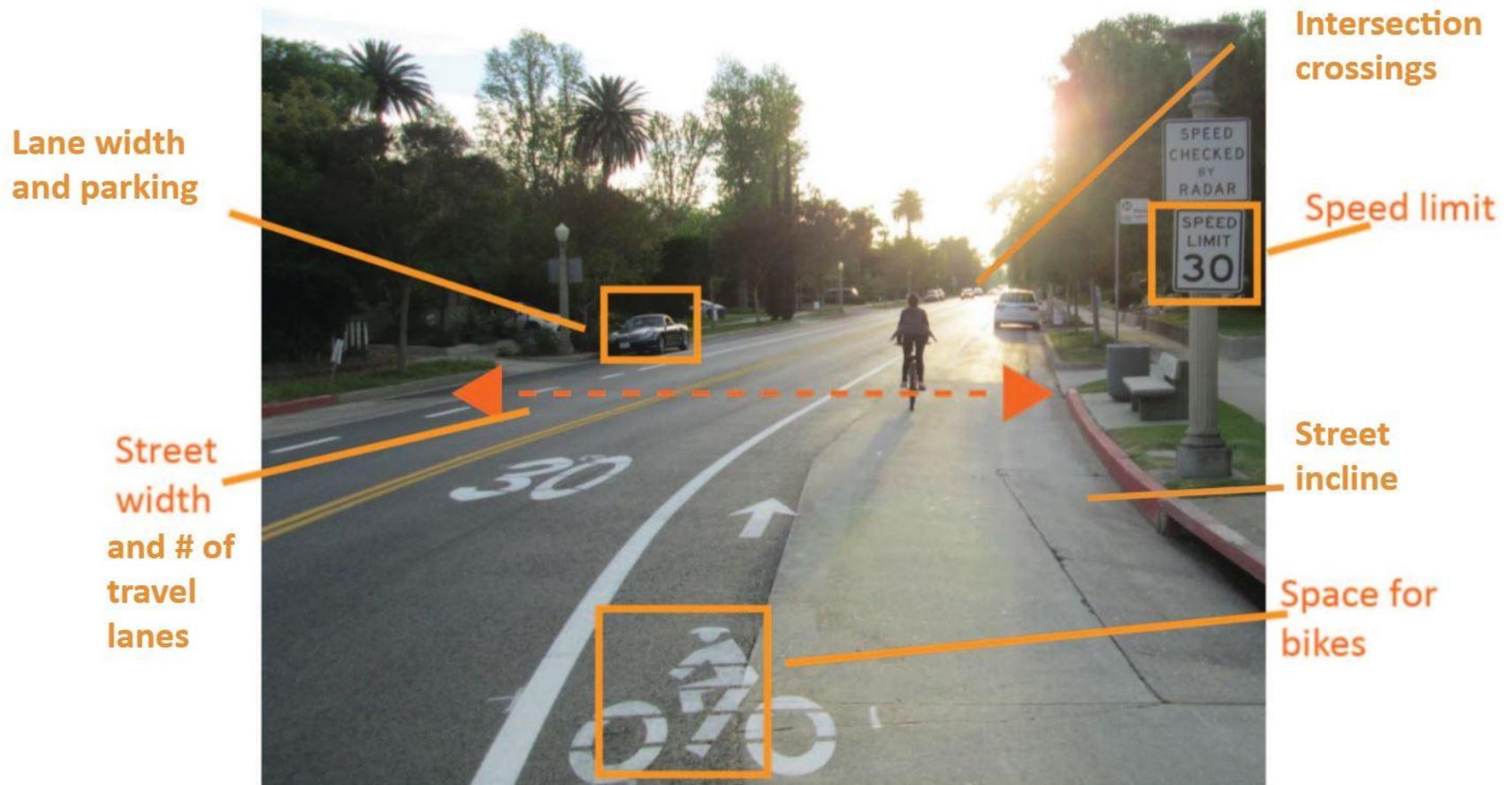
# Measuring Level of Travel Stress on the NEN

# What does “Low Stress” Look Like?



# How to Measure Stress on a Streets

## Identifying level of travel stress factors



# Level of Travel Stress (LTS) at Intersections

Is it possible to stop traffic on the major street?

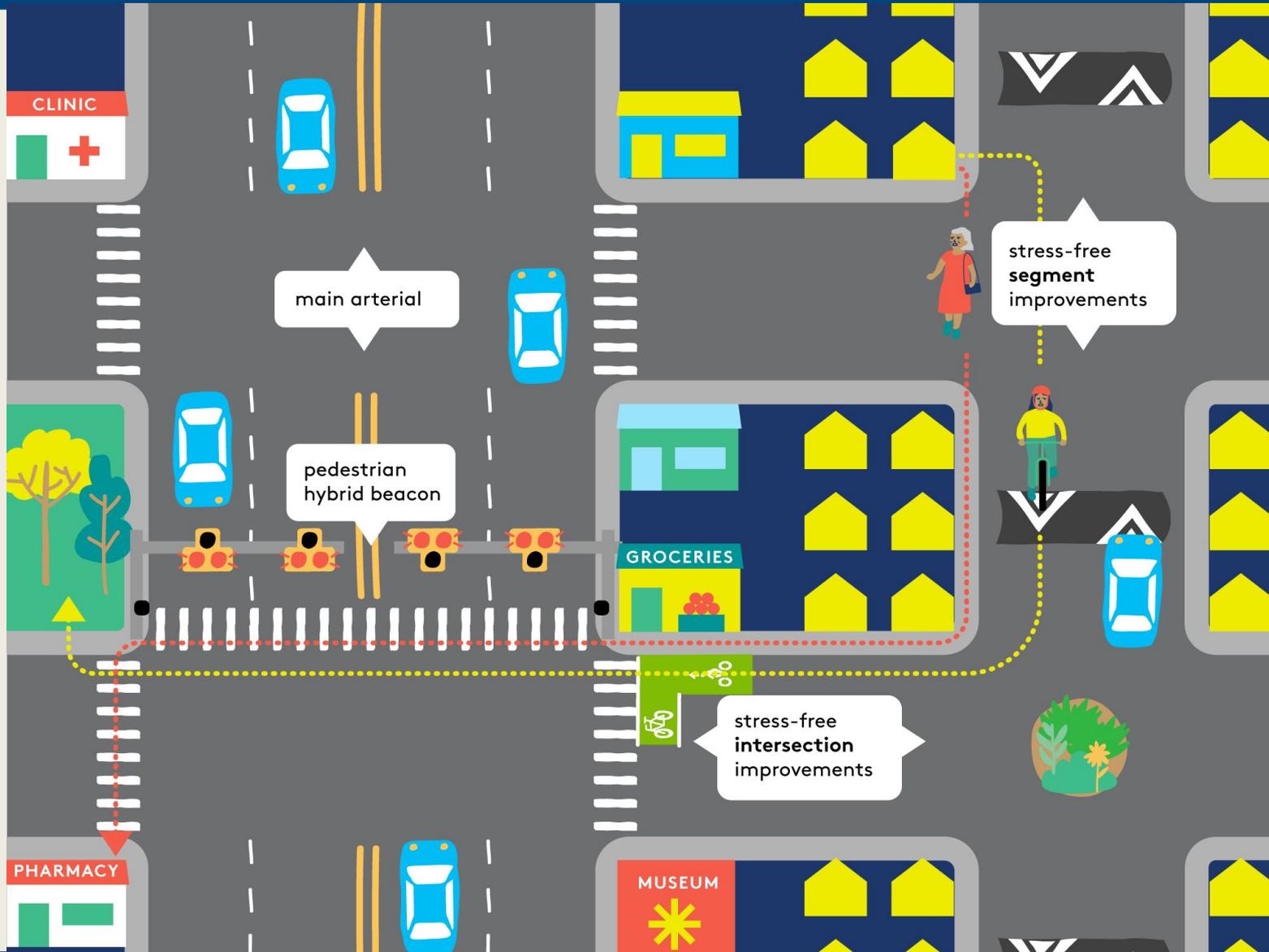
Is it possible to cross on both sides of the street?

Does the traffic stop or yield?

Does activating signal rely on informal behavior?



# Building toward Stress Free



# Comfort Matters

Research suggests that residential streets with limited car traffic and slow moving vehicles can be more appealing for more people to bike compared to striping bike lanes on busy streets.



# Community Cohesion and Resilience

- Streets with lighter traffic experience less noise and air pollution
- People are more likely to know their neighbors on streets with less traffic
- Streets with slower traffic tend to be safer and more accessible





# Traffic Circles

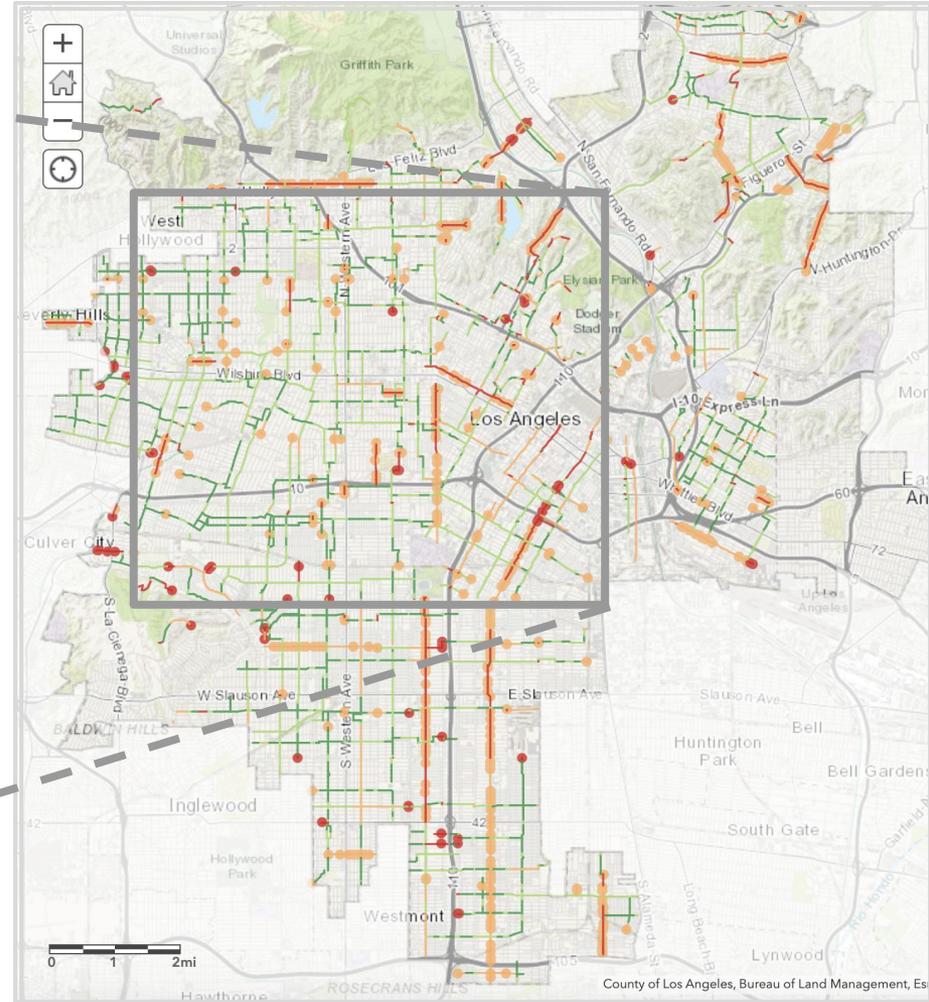
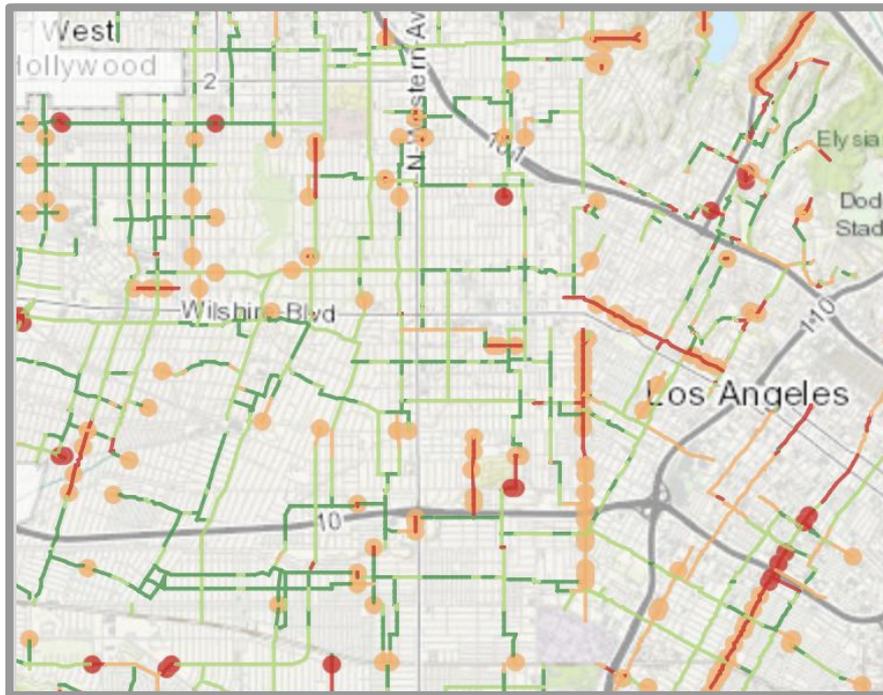
GLENDALE GRE



## What's the Data Showing Us?

- Reduces vehicular speeds.
- Reduces conflict points between users.
- Allows bicyclists to maintain speed.

# Intersections are Common Barriers

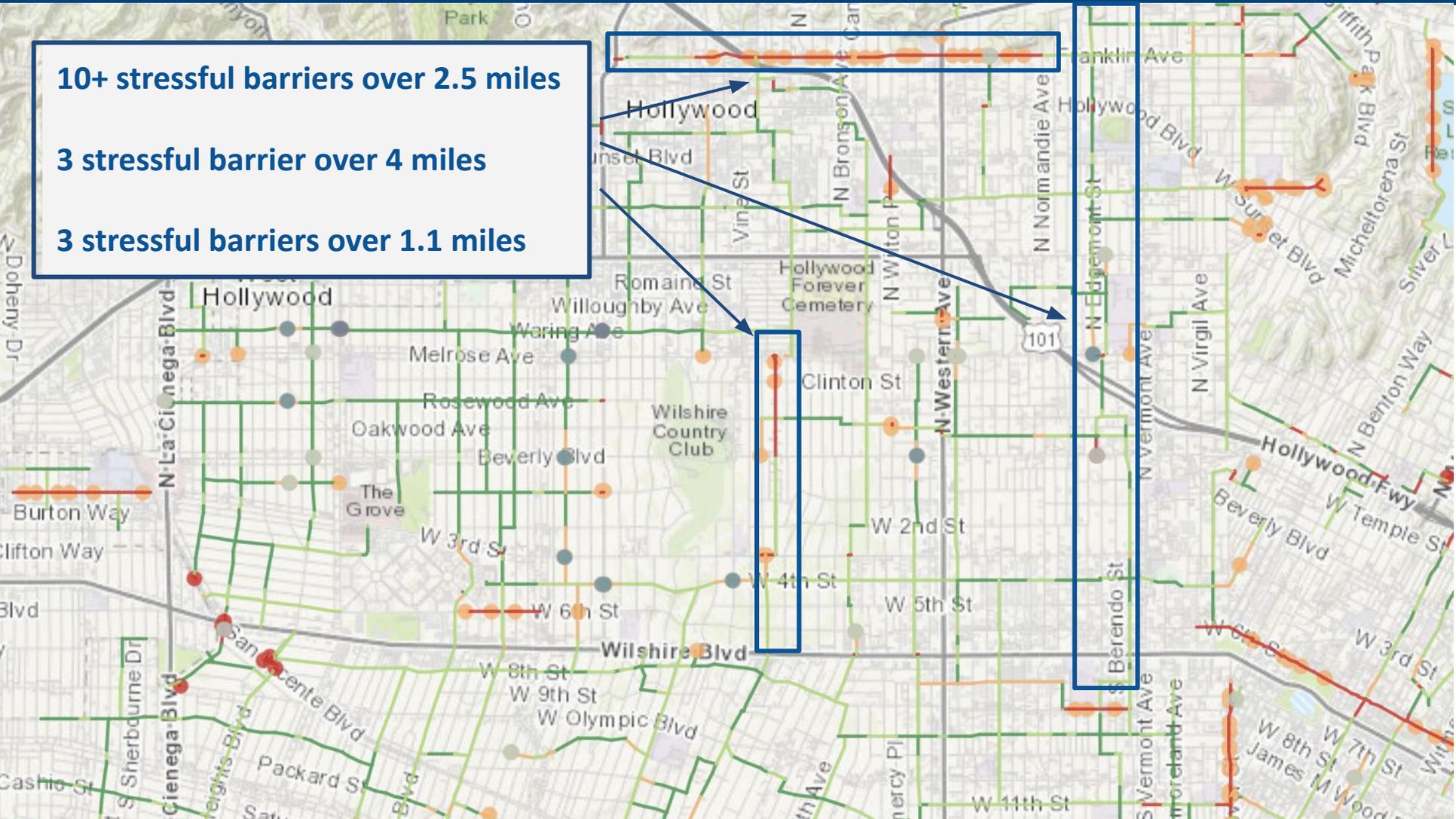


# Focus on Critical Connections Creates Long Corridor

10+ stressful barriers over 2.5 miles

3 stressful barrier over 4 miles

3 stressful barriers over 1.1 miles



# Supporting Data with User Experience



TRAFFIC  
CIRCLE

# Identifying Initial Networks

First step in getting feedback:

Initial draft network guided by technical analysis

## Central L.A.

### LADOT Identified

#### Level of Travel Stress

- LTS 1 - Stress Free
- LTS 2 - Less Stress
- LTS 3 - Medium Stress
- LTS 4 - High Stress

Level of Travel Stress (LTS) is defined by:

- Street width
- Speed
- Feeling safe or unsafe when crossing

**LADOT**

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# Community Meetings



# Interactive Online Map

**Tell Us About This Area**

People who live, work and play in the neighborhood know it best. Help us plan the best improvements for this corridor by identifying issues you encounter.

- Signs
- Safety
- 5 Bike-Network-Gap
- 1 Dangerous-Left-Turn
- 2 Poor-Visibility
- 3 Protected-Crossing-Requested
- 4 Speeding
- Maintenance
- Transit
- Street Enhancements
- 2 Poor-Lighting

Want to add a feedback?

Los Angeles

- Provide feedback:
  - <https://ladotlivablestreets.org/projects/central-la-stress-free>
  - <https://ladotlivablestreets.org/projects/mid-city-stress-free>

# Intersection Surveys

400 50 Right Hand Ave

**Help the City plan  
safe and stress free  
streets in your  
neighborhood.**



 [Take our survey](https://www.lacity.org/stressfreeconnections) to help identify safety improvements for this intersection and nearby streets.  
[tiny.cc/sfc4h](https://tiny.cc/sfc4h)

Get involved and find out more: [stressfreeconnections@lacity.org](mailto:stressfreeconnections@lacity.org) [ladotlivablestreets.org](https://www.ladot.org) **LADOT**

- On scale of 1-4 (1 = very little, 4 = a lot), how much travel stress do you experience?
- What are changes that would help improve bicycling and walking?
- Explore tools available to reduce cut-through, improve access,







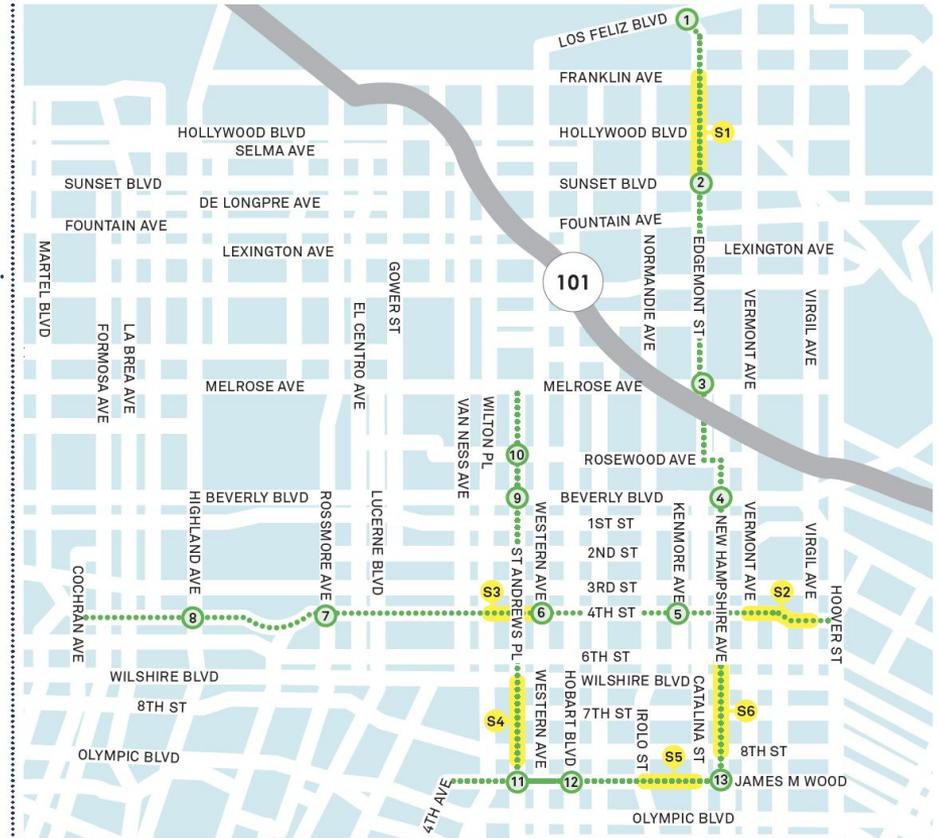
# Ground Up Validation

## Connect the green!

Send us your feedback about these neighborhood streets

### INSTRUCTIONS

- 1 Observe and document as many of the highlighted streets and numbered intersections that you can visit. You may want to drive between locations or bike along the highlighted streets.
- 2 Take photos and notes to share feedback on your experience at the numbered intersections and highlighted street segments.
  - + What are specific barriers to biking or walking on these local streets? (Note intersection or segment number on map).
  - + Rate your comfort level at the numbered intersections and nearby streets, using LTS 1-4, described below.
  - + What are streets or intersections that can be improved in order to connect existing, low-stress streets?
  - + Are there other neighborhood streets more comfortable for bicycling that we have not considered, that can safely connect to other neighborhoods?
- 3 Text your photo with associated 'station' number to (213) 652-9410 and email summary of notes to [stressfreeconnections@lacity.org](mailto:stressfreeconnections@lacity.org).
- 4 Upload your photos to Instagram, tagging [@ladotlivable](https://www.instagram.com/ladotlivable) #stressfreeconnections  
Be sure to also tag the location of the photo.



### What "level of travel stress" do you experience on these streets and intersections and why?

Level of Travel Stress (LTS) is defined by:

- Street width
- Speed
- Feeling safe or unsafe when crossing

LTS is categorized 1-4:

- LTS 1 - Stress Free
- LTS 2 - Less Stress
- LTS 3 - Medium Stress
- LTS 4 - High Stress

Reference numbering when providing feedback:

- S1-6 S1-6 Focus Segments
- 1 1-17 Focus Intersections

# Ground Up Validation

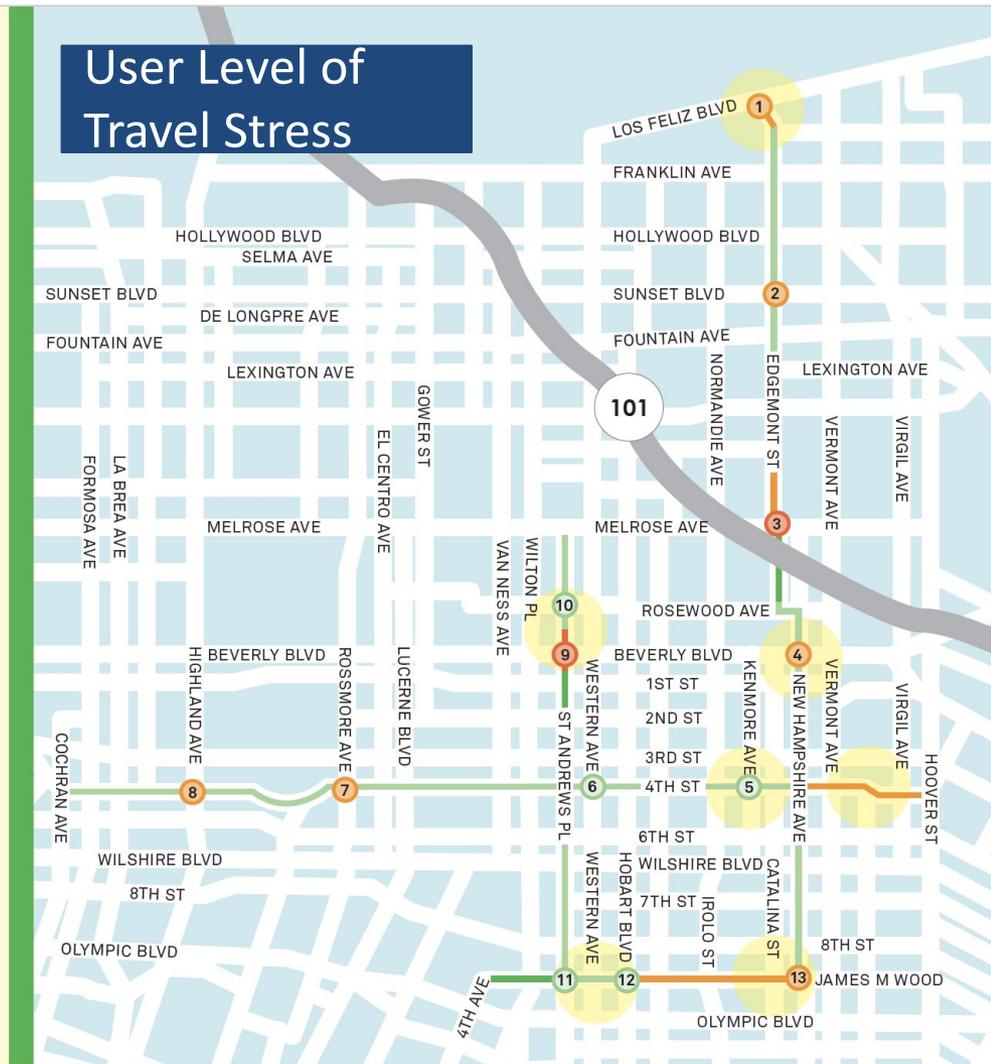


# Ground Up Validation

## LADOT Level of Travel Stress



## User Level of Travel Stress

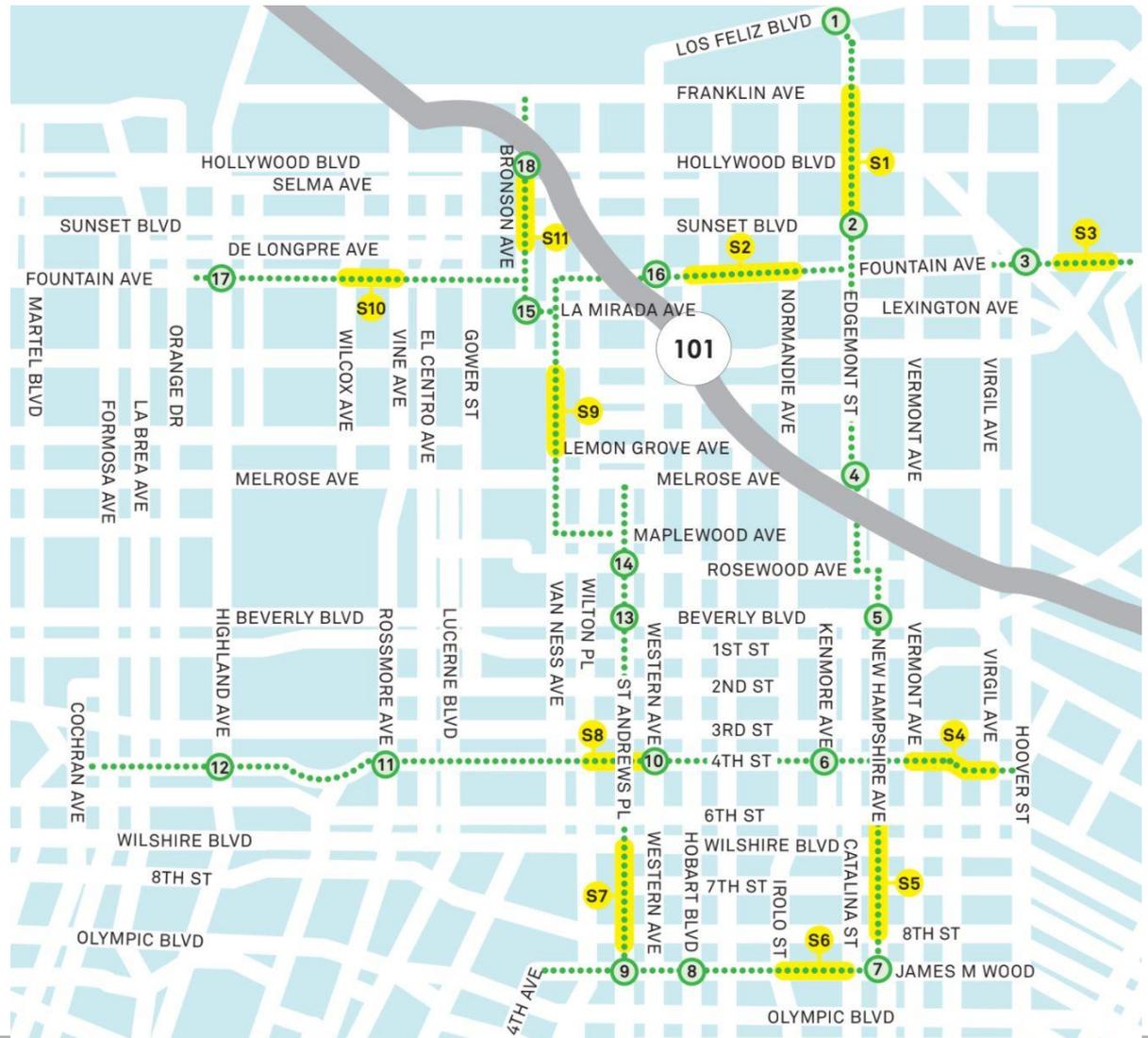


# Ground Up Validation

Revised network,  
informed by data AND  
local knowledge

More corridors to  
meet local interests

Deviate from formal  
network designation  
to make logical  
connections

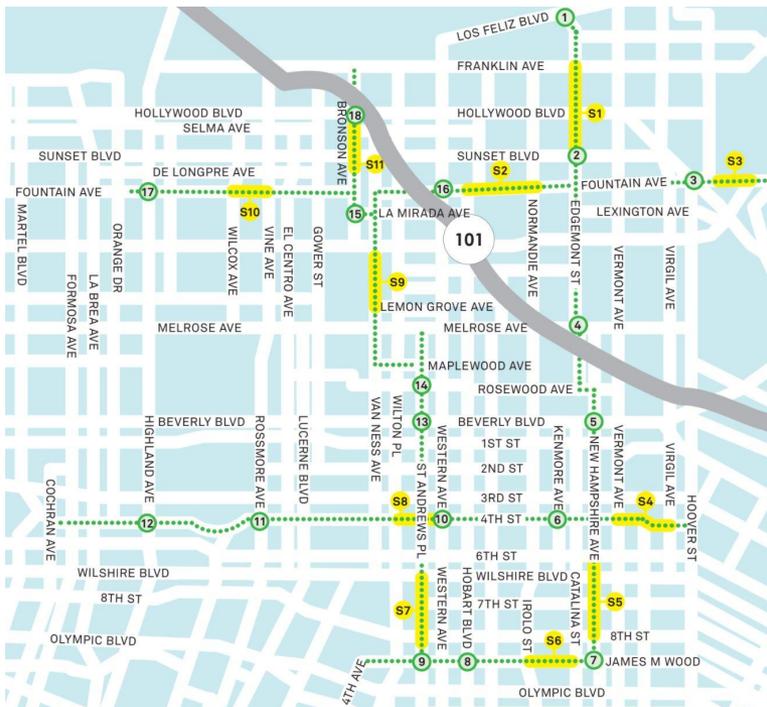




# Timeline and Next Steps

# Organize Bike Rides, Walk Audits, Workshops

**LADOT is planning safe, stress-free connections on neighborhood streets!**



# Identify Solutions to Expand Low Stress Networks

Identify solutions to make bicycling and walking more appealing on residential streets

- Work with communities to identify priority needs
- Further examine trade-offs that meet multiple goals through focused virtual workshops

Help identify safety improvements for your neighborhood streets



Pedestrian Beacons



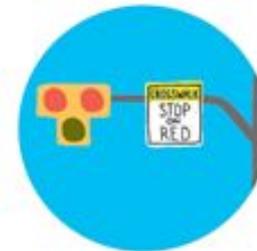
Traffic Diverters



Road Humps



Roundabouts



High-Intensity Activated Crosswalks



Traffic Diverters

# From Planning to Implementation

Short-term and immediate solutions are possible

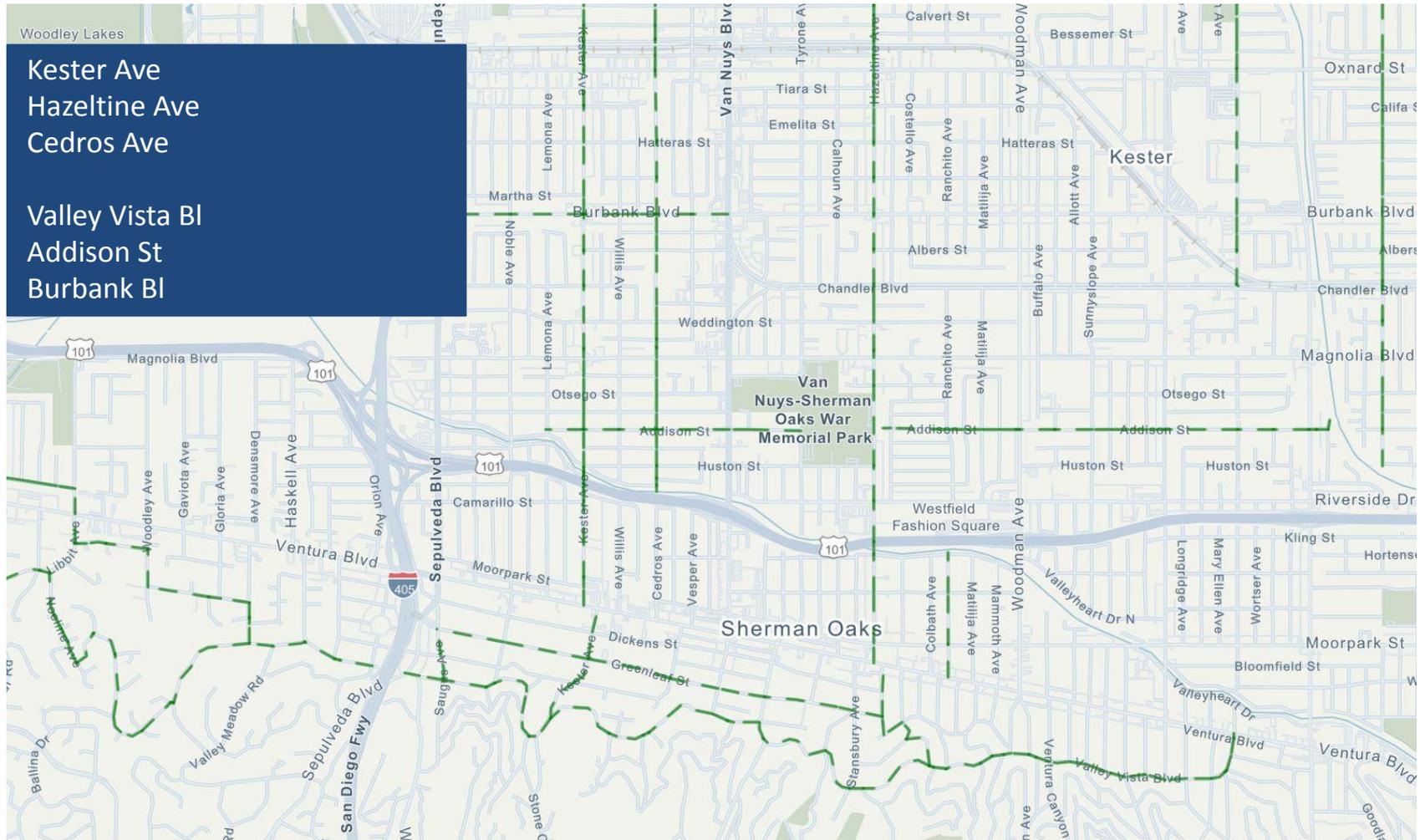


# From Planning to Implementation

Permanent build outs with funding secured



# Neighborhood Network in Sherman Oaks



# Where we are, and what's next?

2020

2021

2022 - 2035

Latent Demand Surveys

Research and Data Analysis

Concepts Feedback

Surveying, Connect The Green Audits

Ongoing...

- *Report back to Council*
- *Continued planning and design for project elements*
- *Inclusion in long range plans, as appropriate*

**LADOT is planning safe, stress-free connections on neighborhood streets!**

We are here

A man wearing a grey baseball cap with a logo that says "LA CONNECTS COMMUNITIES" and a yellow safety vest is pointing towards a map held by a woman. The woman is also wearing a yellow safety vest and has sunglasses on her head. Two children, a boy and a girl, are looking at the map with interest. The background shows an outdoor setting with trees and a building.

**Email:** [stressfreeconnections@lacity.org](mailto:stressfreeconnections@lacity.org)

**Project webpage:**

<https://ladotlivablestreets.org/projects/central-la-stress-free>

**Stay Involved - Contact Us!**